

---

**Response to Public Hearing Comments, Sacramento, March 23, 2004 (Comment PH-S001-027)**

---

**PH-S001-1**

Acknowledged.

**PH-S001-2**

Acknowledged. Should the HST project move forward, the determination of maintenance facility locations would be part of future studies and environmental documentation.

**PH-S001-3**

Acknowledged.

**PH-S001-4**

Acknowledged.

**PH-S002-1**

Acknowledged.

**PH-S002-2**

Acknowledged. Please see standard response 2.35.1.

**PH-S002-3**

Acknowledged.

**PH-S003-1**

The comments state that the HST... “plan presupposes that the limit on city-to-city travel in California is limited by infrastructure. In other words, you can’t build more airports and you can’t really expand the airports we have.” However, the Program EIR/EIS does not make this assumption. To clarify, in order to make a comparative analysis, the Program EIR/EIS describes the No Project Alternative as a continuation of the existing transportation network, along with more congestion and delays, and the Modal Alternative as

potentially feasible expansions of California’s highways and airports to provide added capacity to handle intercity travel comparable to that which would be provided by the proposed HST system. On the basis of the systemwide comparison of alternatives, the Authority and FRA have identified the HST Alternative as the preferred system alternative.

The Modal Alternative represents a reasonable build alternative to the proposed HST system. In the Modal Alternative hypothetical infrastructure improvements were defined to provide an equivalent capacity to serve the future intercity demand. The co-lead agencies recognize the current trends in the commercial aviation industry and have placed the hypothetical aviation infrastructure improvements defined in the Modal Alternative at existing airports with strong existing and growing regional/intrastate markets and associated service. Because of its central location, the Fresno airport (FAT) was considered the appropriate place within the Central Valley to apply infrastructure improvements to support increased air travel demand.

**PH-S004-1**

Acknowledged.

**PH-S005-1**

Acknowledged. The Authority has identified the Downtown Sacramento Station option as the preferred station location for the Sacramento HST terminus station.

**PH-S006-1**

Please see standard response 6.3.1.

**PH-S007-1**

Acknowledged. Please also see standard response 1.1.33.

**PH-S007-2**

Acknowledged. Please see standard response 6.3.1. The Authority has identified the Castle Aviation and Development Center as a potential HST station location to serve the Merced area. Please also see standard response 6.19.1.

**PH-S007-3**

Please see standard response 2.35.1.

**PH-S008-1**

Acknowledged.

**PH-S008-2**

Please see standard response 6.3.1.

**PH-S008-3**

Acknowledged. The Authority has identified the Castle Aviation and Development Center as a potential HST station location to serve the Merced area. Please also see standard response 6.19.1. Please see standard response 2.35.1 in regards to maintenance facilities.

**PH-S008-4**

Acknowledged.

**PH-S009-1**

The co-lead agencies respectfully disagree with the commenter's contention that the analysis underestimates the level of induced growth from the HST Alternative. The Draft Program EIR/EIS reports that the HST Alternative will potentially induce more population, employment, and income growth than the other system alternatives, particularly in the Central Valley. While some individuals, organizations and jurisdictions may be "expecting a lot of growth in the Valley", the projected rates of growth inducement reported in Chapter 5 of the Draft Program EIR/EIS represents the effect that a \$37 billion HST system constructed over multiple years

will have in a state that had a year 2003 gross state product of \$1.45 trillion<sup>1</sup>.

Please see standard response 5.2.1 and standard response 5.2.5 for further information related to development density assumptions for this analysis and the potential for the HST alternative to induce ranchette style development.

The commenter did not provide specific references or citations for the conclusions of the U.C. Berkeley researchers, so the co-lead agencies are unable to provide a response to the contention that these researchers project higher growth in the Central Valley. However, the Draft Program EIR/EIS relied, in part, on the CURBA model that was developed by UC Berkeley researchers, employed base population and employment forecasts developed by the State Departments of Finance and Transportation, respectively, and employed a standard economic modeling process that considered improvements in transportation time, cost and accessibility provided by each system alternative.

The Authority recognizes the strong role that development intensification within the station influence area might play in maximizing systemwide ridership, supporting locally-adopted land use plans, and reducing the extent of potential new urbanization consistent with AB 857. In recognition of this role, the Final Program EIR/EIS states that as the project proceeds to more detailed study, local government would be expected to provide (through planning and zoning) for transit-oriented development around HST station locations ... if they are to have a HST station (Summary {Section S.7} and Chapter 6A). Please also see standard response 2.1.12.

**PH-S010-1**

Acknowledged.

---

<sup>1</sup> Source: United States Department of Commerce, Bureau of Economic Analysis. <http://www.bea.doc.gov/bea/newsrel/GSPNewsRelease.htm>

**PH-S011-1**

Please see standard response 2.18.1, regarding the Altamont Pass, standard response 2.16.1 regarding reaching Sacramento. Please see Chapter 5 of the Draft Program EIR/EIS regarding the potential growth related impacts of HST service.

**PH-S011-2**

At the programmatic level of environmental review the analysis is focused on identifying and highlighting areas of potential impact to be avoided and/or considered further during subsequent project level environmental review. If this proposed project is carried to a project level of environmental review, preliminary engineering will be conducted allowing for a greater precision in the location of the proposed HST facilities and their associated configuration/design. The project level analysis will provide a more detailed analysis of potential direct and indirect affects, based on specific design attributes. The detail of engineering associated with the project level environmental analysis will allow the Authority to further investigate ways to avoid, minimize and mitigate potential impacts.

In the Final Program EIR/EIS, each environmental area (sections of Chapter 3) has been modified to include mitigation strategies that would be applied in general for the HST system. Each section of Chapter 3 also outlines specific design features that will be applied to the implementation of the HST system to avoid, minimize, and mitigate potential impacts. Only after the alignment is refined and the facilities are fully defined through project level analysis, and avoidance and minimization efforts have been exhausted, will specific impacts and mitigation measures be addressed.

**PH-S012-1**

Acknowledged. The HST system is proposed primarily to serve intercity trips rather than local commuter trips. The HST system is forecast to carry 42-68 million passengers annually by 2020, generate an operational surplus, and have benefits which considerably exceed the costs of the system.

**PH-S012-2**

Acknowledged. Please see standard response 6.3.1.

**PH-S012-3**

Acknowledged. The Authority has identified the Castle Aviation and Development Center as a potential HST station location to serve the Merced area. Please also see standard response 6.19.1.

**PH-S012-4**

Please see standard response 2.35.1.

**PH-S013-1 and PH-S013-2**

Acknowledged.

**PH-S014-1**

Please see standard response 6.3.1.

**PH-S014-2**

As you have noted, the Draft Program EIR/EIS identifies a potential location of a fleet storage/service and inspection/light maintenance facility in Merced. It also identifies sites in Los Angeles and Bakersfield as potential locations for a main repair and heavy maintenance facility in order to assess the potential environmental impacts and costs. The Draft Program EIR/EIS also states "Main repair and heavy maintenance facilities are generally located near the main trunk line of the system (Los Angeles to Merced), where the majority of trains would pass on a daily basis" (page 2-95). Further consideration of main repair and heavy maintenance locations in subsequent project-specific studies would include the full range of potential locations (Los Angeles to Merced), based on the operational needs of the system to be implemented, including both light and heavy maintenance.

The placement of storage and maintenance facilities to serve the San Francisco Peninsula alignment option would also be studied more extensively in project-level environmental review. The site-specific

evaluation of potential locations for a storage and maintenance facility along this alignment option would consider the physical impacts of the highly constrained land uses along the Peninsula as compared to the operating impacts of increased distance to the potential sites in the Central Valley.

**PH-S014-3**

Please see standard response 6.3.1. The Pacheco Pass alignment option does pass through the vicinity of the San Joaquin Valley National Cemetery. The Authority will continue efforts to avoid this cemetery and associated impacts as this alignment option is considered in subsequent studies.

**PH-S014-4**

Please refer to Response 2.18.1.

**PH-S015-1**

Acknowledged.

**PH-S016-1**

Please see standard response 2.25.1.

**PH-S017-1**

Please refer to standard response 2.18.1.

**PH-S017-2**

Acknowledged. Please refer to standard response 6.3.1.

**PH-S017-3**

Please refer to standard response 2.18.1.

**PH-S018-1**

Please see standard response 2.18.1.

**PH-S019-1**

Please see standard response 2.8.2.

**PH-S020-1**

Please see standard response 2.18.1. The primary purpose of the proposed HST system is to serve intercity travel demand, but it would be coordinated with local transit services and may serve some longer-distance commuter travel demand in certain areas.

**PH-S021-1**

Please see standard response 2.18.1.

**PH-S022-1**

Acknowledged. Please see standard response 6.12.1.

**PH-S023-1**

Please see standard response 2.18.1.

**PH-S024-1**

Acknowledged. Please see standard response 6.12.1.

**PH-S025-1**

Acknowledged. Please see standard response 6.12.1.

**PH-S026-1**

Please see standard response 2.36.1.

**PH-S026-2**

The width of corridor defined for the HST system is based on accommodating a dual-track HST system, which has sufficient capacity to accommodate the intercity ridership forecasts for even beyond 2040 (see page 3.2-34, Section 3.2.3 under "Sustainable Capacity" of the Draft Program EIR/EIS). Right-of-way is a primary physical constraint for the system. In many corridors throughout the state acquiring wide right-of-way for a new or even an expanded

existing transportation corridor would be so expensive and/or require such difficult construction as to not be considered feasible due to existing development or other physical features. The Program EIR/EIS defines several HST alignment options that are only viable if they fit within existing transportation corridors to minimize extensive environmental impact and cost. The Authority has sought to develop alternatives that minimize property needs by utilizing existing transportation corridors. Doubling the amount of right-of-way needed would result in greatly increased environmental impacts and very large cost increases.

The Draft EIR/EIS analyzes the electric power for the proposed HST system as coming from the state's power grid, which receives power from numerous sources and thus provides flexibility. Creating a separate electricity source for the HST or a different form of acquisition (e.g., negotiated as a large customer) could be considered in the future with additional analysis, if the proposed HST system moves forward.

**PH-S026-3**

While it is very important that the HST services be separated from standard U.S. freight rail operations, it has not been assumed that this would result in the removal of conventional passenger trains "from being interspersed with freight trains." The state-supported conventional rail services operated by Amtrak could act as feeder services to the statewide HST system and would continue to remain an important part of the State's transportation system.

**PH-S026-4**

The creation of "multi-modal transportation complexes" is supported by the program purpose. Connectivity and accessibility were key factors in identifying station options and in determining preferred station locations (which include the downtown Sacramento multi-modal station). The concept of allowing "an accounting firm to partition the fares of a person by mileage" is beyond the scope of this program-level environmental process. If the HST project moves

forward, issues like this relating to ticketing would be addressed in future studies.

**PH-S027-1**

Acknowledged. Please see standard response 6.3.1.

**PH-S027-2**

Acknowledged.

**Comment Letter PH-S028**

UNIVERSITY OF CALIFORNIA

**PH-S028**

BERKELEY • DAVIS • IRVINE • LOS ANGELES • MERCED • RIVERSIDE • SAN DIEGO • SAN FRANCISCO



SANTA BARBARA • SANTA CRUZ

OFFICE OF THE CHANCELLOR

UNIVERSITY OF CALIFORNIA, MERCED  
P.O. BOX 2039  
MERCED, CA 95344  
(209) 724-4400

March 22, 2004

California High Speed Rail Authority Board  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Chair Petrillo and Members of the Board:

I am pleased to submit this letter of support for the Draft Program EIR/EIS and the analysis that identified high speed trains as the preferred system alternative to address future transit needs in California.

The University of California, Merced will open in fall 2005 as the tenth campus of the University of California and the only research university located in the Central Valley. The campus will grow to an ultimate size of 25,000 students over the next three decades. High speed trains would provide greatly enhanced access to the campus for students, faculty, staff, colleagues from other universities, and other visitors. In particular, high speed rail service would permit students from Bakersfield to Stockton to commute from their homes to UC Merced, an option that would result in significant cost savings and would allow greater access to a UC education for students not living in proximity to the campus. In addition, the availability of high speed rail service for UC Merced students would create ridership and a commute pattern that would carry into post-collegiate life. High speed rail service also would contribute significantly to overall economic growth and job creation in the Central Valley.

PH-S028-1

In evaluating the environmental considerations identified in the Draft Program EIR/EIS, cost projections for the various routes, and ridership potential, the UC Merced campus supports a Diablo route with a hub and route stop at Castle Aviation and Development Center (formerly Castle Air Force Base). In addition, UCM supports location of a maintenance facility at the Castle site.

PH-S028-2

PH-S028-3

PH-S028-4

Thank you very much for consideration of these comments.

Sincerely,

  
Carol Tomlinson-Keasey  
Chancellorcc: Congressman Cardoza  
Congressman Radanovich  
Merced County Supervisor Crookham  
Merced County Executive Officer Tatum

---

**Response to, Carol Tomlinson-Keasey, University of California, Merced, March 22, 2004 (Letter PH-S028)**

---

**PH-S028-1**

Acknowledged.

**PH-S028-2**

Please see standard response 6.3.1.

**PH-S028-3**

Please see standard response 6.19.1.

**PH-S028-4**

Please see standard response 2.35.1.

**Comment Letter PH-S029****PH-S029**

California High Speed Rail Authority Board  
Hearing, March 23, 2004  
Tsakopoulos Library Galleria  
McCuen meeting Room  
828 I Street  
Sacramento, CA

Chair Petrillo and members of the Board, my name is Benjamin Duran and I live at 2524 East Yosemite Ave, Merced, California.

I am here as the President of Merced Community College and as the president of the Merced County Hispanic Network, a public policy forum for the discussion of issues that are important to our community.

As a community college president, I am encouraged by the opportunities that the presence of a high speed rail system in the Central Valley would mean to my students. Too often, regions like the Central Valley lose their best and brightest young talent to urban areas in the state. The high speed rail would allow those students who transfer from my college to universities around the state to continue to live in the Central Valley as they continue their studies elsewhere. Following their graduation from university, they will still be able to avail themselves of the professional opportunities that urban settings offer while having the option of continuing to make their homes in the Central Valley, thus allowing us to keep that talent at home which is essential to building strong communities.

PH-S029-1

Merced County and its neighboring counties historically suffer from double digit unemployment. The economic development implications suggested by the successful completion of the high speed rail project offers much hope to the residents of Merced County and the Central Valley. The potential job markets in other parts of the state that would be open to our residents coupled with the opportunities locally that would result from the development of the system have great potential for our historically underutilized workforce.

It is for these and other reasons that I support the Board's pursuit of the project. Upon evaluation of the environmental considerations and other projections in the Draft EIR/EIS process I want to state that I am in favor of Merced to San Jose route with a route stop at the Castle Aviation and Development Center in Merced County. Further, I am in support of the development and construction of a maintenance facility at the same site which currently provides the acreage and infrastructure necessary for such a facility.

PH-S029-2

PH-S029-3

Thank you for the opportunity to address you this afternoon.



---

**Response to Benjamin Duran, President, Merced Community College, March 23, 2004 (Letter PH-S029)**

---

**PH-S029-1**

Acknowledged.

**PH-S029-2**

Acknowledged. Please see standard response 6.19.1.

**PH-S029-3**

Please see standard response 2.35.1.

## Comment Letter PH-S030

PH-S030

TALKING POINTS FOR TIM CREMINS—CA HIGH SPEED RAIL PUBLIC HEARING  
SACRAMENTO, CA TUESDAY, MARCH, 23, 2004

You don't have to be an engineer to figure out that the Environmental Impact Report spells out what everybody already knows:

Our transportation system does not meet the demands of our growing population.

Personally, I'm tired of airports that remind me of a DMV waiting line. Take a look at the numbers: population in California will grow by 11 million residents by the year 2020.

That's where high-speed trains come in.

I agree with the EIR analysis that high-speed trains offer Californians a workable and practical approach to relieving traffic congestion and creating jobs.

We can't be content to just sit back and hope California's economic condition improves. Or pray that traffic will fix itself while our population skyrockets.

California needs to create a system of transportation that will move goods and services and people, faster, so that our economy can create new jobs and we can enjoy our California lifestyle.

High-speed trains are the answer. Building this first in the nation system will create:

- 300,000 "job years" of construction
- And, an additional 450,000 new jobs by 2035

Here's the kicker: High-speed trains are 2 to 3 times cheaper than expanding highways and airports.

Because High Speed Rail helps our economy, fights traffic, and is California's fiscally responsible transportation choice, we strongly support the plan outlined in this report.

Thank you very much.

EIR/EIS Hearings

1

3/23/04

PH-S030-1

PH-S030-1  
cont

~~PH-S030-1~~

- Our airports are becoming an increasing goods and product oriented transportation mode  
an alternate to the travel public is needed  
- important for a state as glog large as Califos

= Our largest airports, LAX, SFO, Orange county  
San Diego ~~for example~~, Burbank, are almost at  
their expansion max, with huge investuct  
\$!

---

**Response to Comments of Tim Cremins, March 23, 2004 (Letter PH-S030)**

---

**PH-S030-1**

Acknowledged.

## Comment Letter PH-S031

PH-S031

Subject: California Shenkinsan High Speed Electric Trains

I urge the construction of high speed, clean air, "green-sourced" electrical, Shenkinsan trains, as a vital investment in the future viability of California --- the 5<sup>th</sup> largest economy in the world that permeates into the larger U.S. economy.

Commercial, industrial and residential local land use development are rapidly depleting California's vacant "straight corridor" land availability. The high cost of this train technology places it out of the realm of possibilities for State and local financing. The Federal Government needs to act swiftly to create legislation to purchase the corridor land, build the dedicated high speed passenger train units, in whole or in part, now. Purchasing these dedicated passenger train corridors in "rapid growth" California, in the interest of preserved mobility, in the interest of relief for crumbling freeway pavements and bridges, and in the interest of relief for the "shared" freight train system--- is of the highest priority.

California, according to statistical accounts, is growing at the rate of 1 / 2 million new people each year. How many other States can match this growth? Rapid corridor land transformation, the lack of local and State funding, rising freight transport demand, and the over-dependency on foreign oil, are the driving imperatives for this Federal Government issue.

Freight demand is rapidly increasing in terms of air cargo and semi-truck hauling. However, high bulk hauling with trains will be needed more in the future to offset costs. Thus, additional capacity on the freight rail system will be needed to serve higher tonnages of bulk shipments. Creating a dedicated passenger rail system, to relieve the freight rail system from "shared use", will, in turn, allow increased freight train use and relieve the freeways of severe increases in semi-truck traffic.

Sizeable funds are spent for equipment to reach the moon and send rockets into space through appropriations to NASA. There is no hesitation to provide increases in spending to buy newer military hardware to be exploded. There is also no problem with spending Billions to build up foreign nations. There should therefore be no resistance in spending money on the American people, here on the ground, just trying to get around, and maintain their quality of life, while trying to get to work as participating taxpayers.

Sitting in a sea of grid-locked vehicles and paying higher foreign oil prices, while other transportation and energy options have been ignored, can be avoided. But --- it requires decisive political action, the correct set of priorities, a value for national progress, and expeditious timing, to avert the costly "tear out" of competing and obstructing land uses within the requested future train corridors the longer we wait.

PH-S031-1

Page 2

If we do things right, we can preserve a wide double-tracked corridor that runs from Oakland (parallel to Interstate 205) east to Stockton.

Another corridor would run from Sacramento, parallel and east of State Route 99, through Stockton and Fresno south to Bakersfield.

From Bakersfield, one corridor would go southeast through the El Cajon Pass of the Tehachapi Mountains to San Bernardino.

From Bakersfield, another corridor would go southwest around the Tehachapi Mountain Range and through the San Fernando Valley into Los Angeles.

As much as we hear about a growing economy, there is the "Job Loss" question and outside forces on California stemming from NAFTA, deregulation legislation, energy fraud, terrorism protection costs, poor stock market conditions, annual forest fire costs, earthquake seismic retrofitting costs, flash flooding, and the down turn in tourism revenues following the 9/11 disaster, that have all cumulatively created a negative change in State revenues affecting the past California budgets. This train project, if funded as a Federal demonstration project, could be part of a jobs bill-alternative energy package and a clean air package. Reducing emission trips by the electric train(s) could help avert lapses in future EPA air quality conformity affecting other types of transportation projects in this State.

Other things to think about are: electricity can be made in several different ways and fed into the statewide grid. Hydro-electric power, nuclear power, geo-thermal power, bio-mass generation, natural gas power generation, photo-voltaic sourced electricity from business and residential roofing, ocean wave kinetic energy capture, solar power, etc. all can create electricity. Some "green sources" are emission free. Japan has used this train system technology for something like two decades. Shenkinsan trains are an example of a time tested technology.

The less travel options people have with a growing population, the more annual wear and tear the State freeway and highway system will be forced to endure, with more frequent rehabilitation costs to avert the ten times greater roadway reconstruction costs. Thus, less freeway and highway damage would be a payback. Greater freight train business capability would be a payback. Cleaner air for displaced vehicle trips would be a payback. Less demand on foreign oil would be a payback. Less Federal budget deficits, from the annual negative balance of payments where our overall foreign oil demand is pitted against (declining U.S.) exports (due to NAFTA), would be a payback. Cheaper airline

PH-S031-1  
contW<sup>nd</sup>  
power

---

**Comment Letter PH-S031 Continued**

---

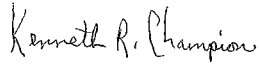
Page 3

fuel and home heating oil affordability due to marginally less foreign oil demand by passenger vehicles would be a payback. Higher speeds at arriving at 500 mile or less destinations with "coordinated rental" fuel cell cars (for door-to-door transfer service with through ticketing) at lesser cost than many airlines could also be a possible pay back.

The impending problem is that within the next 3 years rapid land transformation by sprawl for the needed train corridors is very likely. Regrettably, it appears much of the transportation planning and business society in the U.S. still view the various transportation modes as being in competition with each other. We should instead view modes of transportation as "cooperative system pieces" of a whole dynamic transportation system, with each "piece" controlling certain markets and working well together to provide excellent and improved "traveler choice" convenience, with synergistic advantages for the American consumer.

I would appreciate any efforts that could provide transportation options for Americans wanting a more energy diversified mobility program. Efforts to obtain funding, appropriated in a timely way to preserve high speed train corridors in California while building new proven "on the ground" technology, and creating jobs for a greater quality of life would be appreciated.

Best Regards,



Kenneth R. Champion

PH-S031-1  
cont

---

**Response to Comments of Kenneth R. Champion, March 23, 2004 (Letter PH-S031)**

---

**PH-S031-1**

Acknowledged. Please see response 6.3.1 in regards to the mountain crossing between the Bay Area and the Central Valley. Alignments parallel but east of SR-99 were considered but eliminated from further evaluation during screening, please see Section 2.6.9 of the Program EIR/EIS. Please see standard response 2.36.1 in regards to an alignment through the El Cajon Pass. The co-lead agencies are unaware of any feasible HST alignment options "southwest around the Tehachapi Mountain Range and through the San Fernando Valley into Los Angeles".

## Comment Letter PH-S032

PH-S032

Feature • Rail

By Peter Reina

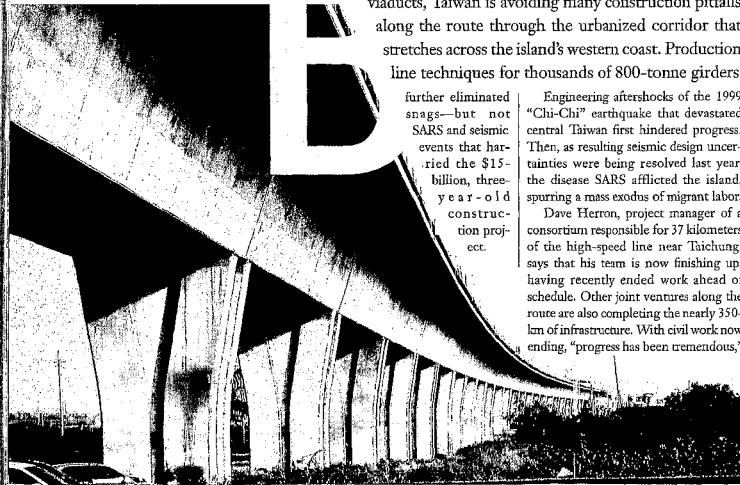
A1 Bull

SARS and Seismic Issues Did Not Derail

# Taiwan's Express Line

A dozen consortiums tunneled, cast and launched the island nation's north-south coastal high-speed railroad

▼ Taiwan Trains. High-speed rail line stretches 345 km.



30 • ENR • March 15, 2004

By putting most of its new high-speed railroad on viaducts, Taiwan is avoiding many construction pitfalls along the route through the urbanized corridor that stretches across the island's western coast. Production line techniques for thousands of 800-tonne girders

further eliminated snags—but not SARS and seismic events that harried the \$15-billion, three-year-old construction project.

Engineering aftershocks of the 1999 "Chi-Chi" earthquake that devastated central Taiwan first hindered progress. Then, as resulting seismic design uncertainties were being resolved last year, the disease SARS afflicted the island, spurring a mass exodus of migrant labor. Dave Herron, project manager of a consortium responsible for 37 kilometers of the high-speed line near Taichung, says that his team is now finishing up, having recently ended work ahead of schedule. Other joint ventures along the route are also completing the nearly 350-km of infrastructure. With civil work now ending, "progress has been tremendous,"

PHOTO COURTESY OF TAIWAN HIGH-SPEED RAIL CORPORATION

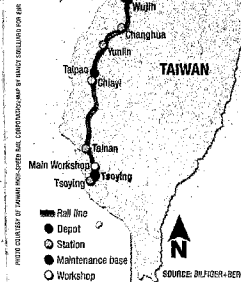
says Nita Ing, chairwoman and chief executive officer of the Taiwan High-Speed Railway Corp. As mechanized track installation gains momentum, equipping and commissioning railroad systems this year and next remain "a very big challenge," she adds.

With most of its population concentrated along the coast between Taipei and Kaohsiung, Taiwan seems well-suited for high-speed trains. When completed in late 2005, the line will shuttle trains at 300 km per hour along a continuous stretch of development between the island's north and south extremities.

Conceived in the 1980s, the project took off as a 35-year build-operate-transfer contract awarded to THSRC in 1997. Among THSRC's five core members is Continental Engineering Corp., Taipei, Taiwan's largest private-sector contractor.

## From Ground Up

Starting "from zero," THSRC created a company in the first six months after winning its contract and built on that over two years, says Continental Engineering executive Chao-Yi Chia. "At the very beginning, some people thought it was Mission Impossible," he says.



THSRC secured initial financing in early 2000 and awarded 12 civil contracts, together worth some \$6 billion. THSRC chose fixed-price, lump-sum, design-build contracts for better efficiency, says S.C. Lin, the company's assistant vice

president for civil construction management. Traditionally, design was done "very conservatively and very expensively," he explains.

Only the line's stations are being built according to the owner's designs. Here, THSRC eschewed design-build to control the architecture, says T.C. Kao, vice president for buildings. Work on six new stations and two upgrades, costing \$600 million, began in May 2002. They are due to open in October 2005, with another four after 2007.

For the civil work, all 12 consortiums are dominated by Asian contractors. Germany's Bilfinger + Berger AG and Hochtief AG are among the few non-regional major firms, providing experience that even the largest local firms lacked, says Cheng-Hsiung Kang, a senior executive of Continental Engineering.

Continental is Bilfinger + Berger's equal partner in the project's BBCE joint venture, which has two adjacent contracts near Taichung covering 80 km and worth

▲ Breakthrough. Tunneling on the rail line usually encountered sands and clays.

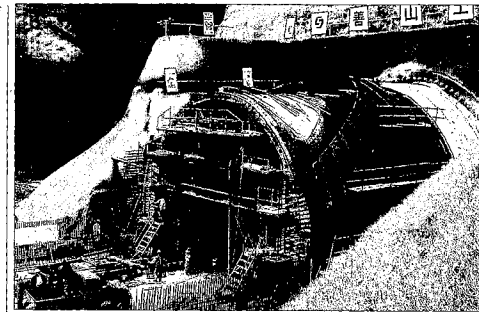
about \$1.1 billion. The team has built 66 km of viaduct, and drove the 7.4-km-long Paghushan tunnel.

BBCE this January handed over its last section to the tracklayers some two months ahead of schedule, says former project co-director Stefan Roth. That, however, was a deadline extended early on to accommodate a lengthy engineering debate triggered by the 1999 Richter 7.3 Chi-Chi earthquake, which killed some 2,000 people.

## Shakeups

Stunned by that devastation, the interior ministry altered earthquake zoning and changed seismic design criteria for all public works, says THSRC's Lin. "We sent a letter to all contractors...that was really a shock—some had already started design [and] the [original] code was already conservative," BBCE's design had reached an advanced stage, says Roth. "That was destroyed by the new earthquake zoning," he says.

The new seismic criteria, which varied depending on ground conditions, were extremely complicated, says Herron. BBCE project manager on one contract for 24 km of viaduct and seven tunnels. One example of the seismic changes was



March 15, 2004 • ENR • 31

## Comment Letter PH-S032 Continued

## Feature ▶ Rail

a 25% increase in skin friction safety factoring for piles under compression.

Adding up the cost of all proposed changes along the route resulted in a potentially ruinous 30 to 40% cost hike, says Lin. But a subsequent review rescued the project. Essentially, it found the original criteria to be adequate. But by September 2000, when the government reverted to them, "we had wasted about five months," he says.

BBCE and the owner agreed on acceleration measures and payments, but not on the effect on quantities used or their costs, says Roth. The whole earthquake review "influenced our design approach," he says. "What is being provided is on the [conservative] side." Herron adds that BBCE and the owner have reached accord on all payments.

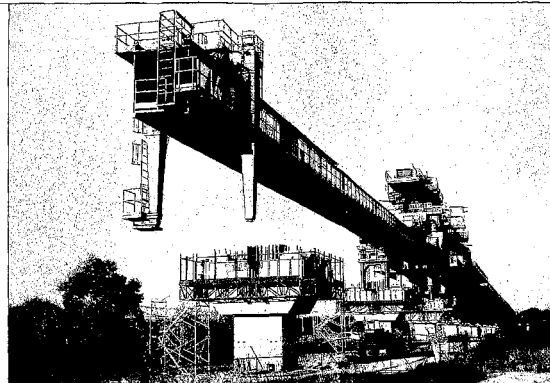


INO

#### Launching

Of the roughly 345-km railroad, nearly 40 km is tunneled, while over 250 km is on viaducts and bridges that avoid disrupting highways and communities. For most of the viaducts, "you had a choice...of using full span precast concrete or casting on a normal shoring system," says Herron. "Segmental construction was not allowed for high-speed rail."

Because the southern section needed to be completed earlier for train tests, its contractors opted for conventional cast-in-place decks on traveling formwork, says Lin. Some 10% of other viaducts were cast on props. Balanced cantilever, deck launching and steelwork bridges



▲ **Launching.** Steelwork launchers placed 800-tonne girders for much of the rail viaduct.

were used over sites such as rivers.

Nearly two-thirds of the viaduct was built with full-span precast box girders, adds Lin. Steelwork launchers advancing onto waiting piers place the 800-tonne girders. One of five contractors used its launcher to deliver girders, while the others moved them on wheeled vehicles. BBCE is now trying to sell its three 40-wheel, 200-tonne transporters.

"BBCE's choice of full span precasting meant we could concentrate our resources in one area and limit the work being done in the night-of-way primarily to substructure," says Herron. "And it reduces the work force."



Designed by a team of Bilfinger engineers in Germany and U.K.-based FaberMaunsell Ltd., BBCE's section of viaduct typically comprises post-tensioned girders up to 35 m long, 6 m wide and more than 3 m deep with 13-m-wide top slabs. The supporting piers vary in thickness and are generally 6 m tall.

"BBCE's two contracts started in April 2001 with foundation work. Pad foundations occur mainly in the rocky northern region. Sands and clays in a high water

table further south are more prone to liquefaction in earthquakes, requiring piles.

Working in gravel with cobbles in places, the contractor used hydraulic rigs to drive 2,400 partially cased piles, with excavations supported by polymer fluid. In easier sands and clays, a fleet of reverse circulation rigs drove some 5,000 piles. Generally, viaduct piers are supported by four 2-m-dia piles some 60 m deep.

Pier work followed closely behind piling, and BBCE crews cast and placed the first of nearly 700 whole-span girders in October 2001 after six months setting up the three production lines. The yard's gantry cranes placed the first girder. Later, spans were erected with a single advancing launcher until last August.

Apart from a minor collapse, tunneling on BBCE's stretch of railroad was uneventful, Herron says. The twin-track tunnels typically have horseshoe-shaped profiles with 130-sq-m excavated faces. They were excavated and temporarily supported with arches and spray concrete, followed by cast-in-place reinforced lining.

At the 7.4-km Paghuaashan tunnel, Herron's team excavated four faces through variable clay and sand. They achieved an average of 6.5 m per day,

peaking at 14.2 m, says tunnel manager Frank Hemmert. "The original design showed a lot of rock bolts. We found they were not needed," he says. With the ground almost self-supporting, "we redesigned everything."

In contrast, the 4.3-km Hukou tunnel, about 70 km from Taipei, has collapsed twice. The tunnel is part of a design-build contract for 18.4 km of line, held by a joint venture led by Daiho Corp., Tokyo, with Taiwanese firms Chiu Tai General Contractor Co. Ltd. and Koa Kai Construction Co. Ltd.

Trouble started after the heading had broken through between two faces near the north portal in August 2002, says THSRC's Lin. After the 50-m obstruction was excavated that October, a 250-m-long collapse occurred near the tunnel's mid-point. "We can't identify the cause," says Lin. But "we knew this was the most difficult tunnel" due to the wet, weak sands.

objection was achieved after all the spans were installed," says Herron.

Worried about delays, SBCE's team and other consortiums short-circuited the checking system. "The penalties on the project are so high that you cannot be late. And the indications were [that] you would not get extensions of time due to the approvals process," says Herron. So rather than wait for the owner's green light, BBCE kept building on the basis of its detailed checker's approvals.

"The risk was...to build something that could have ended in a big dispute," says Roth. But "we always worked on the safe side" and never as far as the critical design, adds his co-director, Cheng-Hsiung Kang. There was not any construction

### "We never expected that we could complete so soon."

— DAVE HERRON, BBCE PROJECT MANAGER

on BBCE's contracts that needed retrofitting or remediation, says Herron.

THSRC's Lin agrees that the approval process was "too complicated," blaming it on the BOT procurement method. But "it's still much faster than if we'd been working for a government agency," notes Roth. "The push is there...They wanted it finished."

The checking woes diminished over time, but then SARS erupted, terrifying the Thai workers that account for most of BBCE's payroll. "We lost about 20% of our workers," says Herron. Many declined to renew their visas and went home to avoid exposure to SARS.

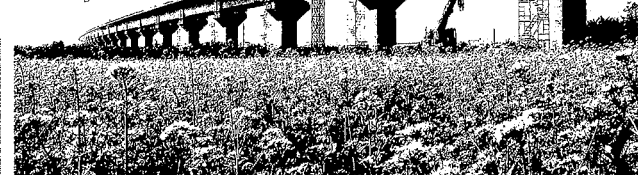
A strict disinfecting regimen and twice-a-day health checks seemed to reassure many workers. "You had to have full monitoring in place to make sure you didn't get SARS. That would have been a catastrophe. We would have been shut down," says Herron. By increasing the number of subcontractors and raising overtime, "we just had to manage."

Nevertheless, construction dust is now finally settling. "We never expected that we could complete [the project] so soon," reflects a relieved Herron. ■

#### Slow and Deliberate

While such construction snags have been rare, bureaucracy has been rampant. For the 12 engineering teams, waiting for their designs to be checked and ensuring uniformity has been "a tedious process," says Herron. "In the early stages, when everybody was getting to grips with the design criteria...there were times we thought it would be impossible."

For each contract, there is an independent team checking all plans in detail. A higher-level



▲ **Viable Viaducts.** Viaducts built by launching of precast girders aimed to minimize disruption to local communities and wildlife.

March 15, 2004 ■ ENR ■ 33



---

**Response to Comments of Al Bulf (ENR Newspaper Article) March 15, 2004 (Letter PH-S032)**

---

**PH-S032-1**

Acknowledged.

---

**Comment Letter PH-S033**

---

**PH-S033**

California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814  
(916) 324-1541

March 22, 2004

Attention: Tom Stapleton

RE: Proposed High Speed Rail Train  
Central California Traction Company rail corridor

Dear Mr. Stapleton:

I am OPPOSED to the addition of a high speed rail train running through our neighborhood at Calvine and Vineyard (near Bradshaw) that has been proposed.

When we purchased our home in this neighborhood, we were told they did not know "exactly" what was planned for the corridor running behind our home, but that it would probably be a conservation trail, bike trail, etc. Had we known there was a proposed high-speed rail train, we would never have bought this home. We do not want to live near high-tension wires, etc. because of health concerns. Nor do we want to live near a high-speed train that could pose a safety hazard to our children or families in the neighborhood.

We want our children to be safe, our neighborhood to be safe and quiet. To install a high speed rail train would threaten the peaceful nature of this area. It would be better suited to place this train in a business area or commerce area more to the west of this area. That would make more sense than to place it in a residential neighborhood!

Would you want a high speed rail train placed directly in your residential neighborhood? These trains are to help people commute to work or travel, and should be placed off the freeway where people can more easily gain access and have a place to park their vehicles.

We support CVRTP's plans to create a safe recreational trail along the corridor for biking, walking, and horseback riding and that will also create a more comfortable habitat for wildlife.

Please reconsider this decision!

Sincerely,

Patti Heberling  
8276 Country Ranch Drive  
Sacramento, CA 95829-8143

PH-S033-1



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

---

**Response to Comments of Patti Heberling, March 23, 2004 (Letter PH-S033)**

---

**PH-S033-1**

Acknowledged. Please see standard response 6.12.1.

---

**Comment Letter PH-S034**

---

**PH-S034**

California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814  
(916) 324-1541

March 22, 2004

Attention: Joseph E. Petrillo (Chairperson)

RE: Proposed High Speed Rail Train  
Central California Traction Company rail corridor

Dear Mr. Petrillo:

I am OPPOSED to the addition of a high speed rail train running through our neighborhood at Calvine and Vineyard (near Bradshaw) that has been proposed.

I have worked for Sheppard, Mullin, Richter & Hampton (in Los Angeles, 1976-78 for Michael W. Ring, Esquire); have been a consultant/analyst for California Coastal Conservancy and California Coastal Commission (State of California, 2000-2001) and notice that you have also been associated with all three.

When we purchased our home in this neighborhood, we were told they did not know "exactly" what was planned for the corridor running behind our home, but that it would probably be a conservation trail, bike trail, etc. Had we known there was a proposed high-speed rail train, we would never have bought this home. We do not want to live near high-tension wires, etc. because of health concerns. Nor do we want to live near a high-speed train that could pose a safety hazard to our children or families in the neighborhood.

We want our children to be safe, our neighborhood to be safe and quiet. To install a high speed rail train would threaten the peaceful nature of this area. It would be better suited to place this train in a business area or commerce area more to the west of this area. That would make more sense than to place it in a residential neighborhood!

Would you want a high speed rail train placed directly in your residential neighborhood? These trains are to help people commute to work or travel, and should be placed off the freeway where people can more easily gain access and have a place to park their vehicles.

We support CVRIF's plans to create a safe recreational trail along the corridor for biking, walking, and horseback riding and that will also create a more comfortable habitat for wildlife.

Please reconsider this decision!

Sincerely,

Patti Heberling  
8276 Country Ranch Drive  
Sacramento, CA 95829-8143

PH-S034-1



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

---

**Response to Comments of Patti Heberling, March 23, 2004 (Letter PH-S034)**

---

**PH-S034-1**

Acknowledged. Please see standard response 6.12.1.

**Comment Letter PH-S035****PH-S035**

California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814  
(916) 324-1541

March 22, 2004

Attention: Joseph E. Petrillo (Chairperson)

RE: Proposed High Speed Rail Train  
Central California Traction Company rail corridor

Dear Mr. Petrillo:

I am OPPOSED to the addition of a high speed rail train running through our neighborhood at Calvine and Vineyard (near Bradshaw) that has been proposed.

When we purchased our home in this neighborhood, we were told they did not know "exactly" what was planned for the corridor running behind our home, but that it would probably be a conservation trail, bike trail, etc. Had we known there was a proposed high-speed rail train, we would never have bought this home. We do not want to live near high-tension wires, etc. because of health concerns. Nor do we want to live near a high-speed train that could pose a safety hazard to our children or families in the neighborhood.

We want our children to be safe, our neighborhood to be safe and quiet. To install a high speed rail train would threaten the peaceful nature of this area. It would be better suited to place this train in a business area or commerce area more to the west of this area. That would make more sense than to place it in a residential neighborhood!

Would you want a high speed rail train placed directly in your residential neighborhood? These trains are to help people commute to work or travel, and should be placed off the freeway where people can more easily gain access and have a place to park their vehicles.

We support CVRTP's plans to create a safe recreational trail along the corridor for biking, walking, and horseback riding and that will also create a more comfortable habitat for wildlife.

Please reconsider this decision!

Sincerely,

David Heberling  
8276 Country Ranch Drive  
Sacramento, CA 95829-8143

PH-S035

---

**Response to Comments of Dave Heberling, March 23, 2004 (Letter PH-S035)**

---

**PH-S035-1**

Acknowledged. Please see standard response 6.12.1.

---

Comment Letter PH-S036

---

PH-S036

8260 Country Ranch Drive  
Sacramento, Ca 95829

March 22, 2004

Joseph E. Petrillo  
Chairperson  
California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L Street, Suite 1425  
Sacramento, Ca 95814

Dear Joseph E Petrillo,

I was shocked to come home today and find out that a high-speed rail could possible be running through my backyard. I am **OPPOSED** to this location being considered for the project and would like to suggest that the starting stop be moved south of Wilton, not Elder Creek.

When this project was first put under study, this area was country, the edge of Sacramento and a perfect location for your project. Since that time, however, it has grown into a series of new communities with schools, parks and roads struggling to keep up. A high-speed rail at this part of the city would not only be out of place, but it would be dangerous to all the points listed above. People would be hurt.

I could list several personal concerns as well. But the dangers to the neighborhood far out weigh personal disappointments. **Please reconsider the Elder Creek location and move it south of Wilton. Commuters are used to airports being outside of a community and would accept the location as well.**

Sincerely,



Shirley Bowers  
Resident Home Owner

PH-S036-1



---

**Response to Comments of Shirley Bowers, March 23, 2004 (Letter PH-S036)**

---

**PH-S036-1**

Acknowledged. Please see standard response 6.12.1.

---

**Comment Letter PH-S037**

---

**PH-S037**

8260 Country Ranch Drive  
Sacramento, Ca 95829

March 22, 2004

Joseph E. Petrillo  
Chairperson  
California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L Street, Suite 1425  
Sacramento, Ca 95814


Dear Joseph E Petrillo,

I was shocked to come home today and find out that a high-speed rail could possible be running through my backyard. I am **OPPOSED** to this location being considered for the project and would like to suggest that the starting stop be moved south of Wilton, not Elder Creek.

When this project was first put under study, this area was country, the edge of Sacramento and a perfect location for your project. Since that time, however, it has grown into a series of new communities with schools, parks and roads struggling to keep up. A high-speed rail at this part of the city would not only be out of place, but it would be dangerous to all the points listed above. People would be hurt.

I could list several personal concerns as well. But the dangers to the neighborhood far out weigh personal disappointments. **Please reconsider the Elder Creek location and move it south of Wilton. Commuters are used to airports being outside of a community and would accept the location as well.**

Sincerely,



Terry Stark  
Resident Home Owner

PH-S037-1

---

**Response to Comments of Terry Stark, March 23, 2004 (Letter PH-S037)**

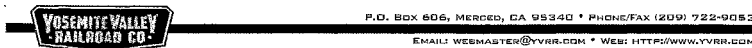
---

**PH-S037-1**

Acknowledged. Please see standard response 6.12.1.

## Comment Letter PH-S038

PH-S038



March 22, 2004

High Speed Rail Commission  
PO Box 942874  
Sacramento, Ca 94274-0001

Dear Commission Members,

The Yosemite Valley Railroad Company was incorporated as a non-profit California corporation in 1990. The Yosemite Valley Railroad Company was created with the goal of being the catalyst in rebuilding the railroad that served the Merced River corridor between the City of Merced and Yosemite National Park at El Portal between 1907 and 1945. The Railroad provided an easy and inexpensive way to get to the Park during the period it operated. If rebuilt, not only can it again provide alternative transportation to the Park, but at the same time provide a service to the new UC Merced Campus.

PH-S038-1

There are approximately 4 million people that go to Yosemite National Park per year. It is also estimated that over 30 thousand additional people will be moving to Merced in the next few years due to the new UC Merced Campus. We are going to submit plans to build the first phase of a line from Castle Airport, Aviation and Development Center to the new UC Merced campus. This project would be a direct link to High-Speed Rail at the Merced/Castle Airport, Aviation and Development Center site-

I encourage the High Speed Rail Committee to be in support of Merced/Castle Airport, Aviation and Development Center as their selected maintenance facility and hub site. Although a future rail to Yosemite does not hinge on High-Speed Rail, it would be a major contributing factor to its success. The High-Speed Rail line would be a major link in creating increased rider ship on Amtrak and certainly a major factor in Castle achieving international airport status, as some envision.

PH-S038-2

- Both SF & UP rail lines come together at the closest point in Merced.
- The two major highways are close to Castle Airport, Aviation and Development Center.
- The facilities for an International Airport (Castle) would be a major player in a High-Speed Rail project.
- The required infrastructure is already in place with the necessary land that is required for a High-Speed Rail hub.
- Amtrak has a spur going onto the Castle base for future High-Speed Rail passengers.

In summary a high-speed rail with its hub at Merced/Castle Airport, Aviation and Development Center would increase Amtrak rider ship 20 fold, as it will help rider ship on the High-Speed Rail in the first phase. Combined with Interstate 5 and congested Highway 99, the marketing possibilities of a rail hook-up from Castle/Merced are truly remarkable. There is no doubt this is the best location for the initial phase of High-Speed Rail with all facts considered. Thanks for your consideration on this matter.

PH-S038-3

Ted Hogan, President, Yosemite Valley Railroad Co.  
P.O. Box 606, Merced, CA 95340, <http://www.yvrr.com/>  
America's most important rail project- Get involved!!

---

**Response to Comments of Ted Hogan, President, Yosemite Valley Railroad Co., March 23, 2004 (Letter PH-S038)**

---

**PH-S038-1**

Acknowledged. The Authority has identified the Castle Airport, Aviation and Development as a potential station site for an HST station serving Merced. Please also see standard response 6.19.1. It is among the objectives of the proposed HST system to integrate with transit services and other transportation modes, one of which could be the Yosemite Valley Railroad service in the future.

**PH-S038-2**

Please see standard response 2.35.1.

**PH-S038-3**

Please see standard response 2.35.1.

**Comment Letter PH-S039****PH-S039****1**

**Statement of Dr. Lee Boese, Jr.  
Chairman, Merced County High-Speed Rail Committee  
before  
the California High-Speed Rail Authority Board  
regarding  
Comments to the Draft Program Environmental Impact Statement (EIR/EIS) and  
Support of the Proposed California High-Speed Train System  
Tuesday, March 23, 2004**

Good afternoon Chairman Petrillo and Authority Board Members. As chairman of the Merced County High-Speed Rail Committee, I represent a diverse spectrum of backgrounds, professions and perspectives of the Merced community. I would like to thank the California High-Speed Rail Authority and staff for all of their hard work in making high-speed rail a reality in California and for their outreach efforts to date despite having no budget to do so.

I believe the Merced County High-Speed Rail committee is in a unique position to provide productive input to policy discussions in the area of high-speed rail. As citizens of the Merced County community, we are residents, business men and women, parents, advocates and voters and are on the front lines of advocating for critical infrastructure and community services for ourselves and our children. Our group was formed for the sole purpose of advocating the importance of high-speed rail, not only for Merced County but the Central Valley. You see, the Central Valley continues to be the number one on many lists, including highest national poverty levels, highest unemployment rates and highest teen pregnancies. As community leaders we realize that doing nothing will not change our status on these lists. We want to be number one on the list that brings high-speed rail to our community. The mission of our committee is to

PH-S039-1

PH-S039-2

**2**

advocate for a California high-speed rail system on the Diablo Range alternative route as the preferred site by 2004. Additionally, we are advocating for the Castle Airport, Aviation and Development Center as a train route stop and as a maintenance facility site for this system.

PH-S039-3

**Travel and Access**

After reading the EIR/EIS, it is clear to our committee that the current transportation systems cannot accommodate our projected state population growth and will be challenged in doing so even with needed expansions. The cost analysis of paying for expansions versus the cost of constructing a high-speed rail system alone shows the value of this proposed system.

Coming from a community where most high school students have never traveled to Yosemite upon graduation and have not traveled beyond a 100 mile radius of where they reside, I can tell you that a train system will provide access for educational opportunities, social and cultural events and sports and athletic competitions for our youth in a quick travel time and in a safe and reliable manner.

PH-S039-4

**Economic Benefits**

Our community has a double digit unemployment rate that is chronic. Many unemployed individuals do not have cars or are limited to travel time. A high-speed train will provide access to higher paying jobs within a 60 to 120 mile radius and will connect larger urban economies and business centers to the Central Valley. Since many individuals that live in the Merced community are already commuting to other

---

**Comment Letter PH-S039 Continued**


---

3

cities for employment, this high-speed system can positively contribute to reducing the number of vehicles on the highways through an integrated transportation system.

**Health and Environment**

As a doctor, I am very concerned about the air quality of the Central Valley. I am seeing more and more children with asthma and respiratory problems. After reading the EIR/EIS, our committee believes that high-speed rail is better for the environment than expanding highways and airports since most alignments are within or adjacent to existing rail or highway right-of-ways.

I concur with the Authority's assessment that the high-speed train system will likely reduce air pollutant emissions from vehicles and provide a system that can reduce the pollutant emissions that come with population growth. This planned transportation infrastructure solution can help improve the Central Valley's air quality and promote transit oriented growth to meet future population demands.

**Benefits to the Merced Community**

The Merced community will be able to take advantage and benefit from a high-speed rail system and the students of UC Merced will have regional access and transportation available to them. Our committee believes that the process of developing this system will provide opportunities to encourage local planned growth strategies around the Central Valley's Highway 99 corridors, which can help preserve prime agricultural land in the long term, since agriculture is still our economic base.

PH-S039-4  
cont

4

Our committee will continue to advocate for the development of a train maintenance facility on Castle Airport, Aviation and Development Center which is estimated to create 2,000 full time jobs for the community. Our local industry can take advantage of empty trains and utilize them for their industrial loads if the system allows, which is another opportunity to reduce trucks and diesel emissions off major highways.

PH-S039-5

**Conclusion**

As a father, doctor and businessman of the Merced community, I am invested in seeing this system built. It is a project that will better California and provide a safe, clean transportation solution for all of its citizens. I can't imagine what California will be like in the future without a high-speed rail system. I can assure you that the Merced County High-Speed Rail committee will continue to advocate for high-speed rail to our region, so that our community can benefit socially and economically and all residents can have access to the rest of California. The high-speed rail system has worked in Europe and Japan and has provided a transportation system and culture, where it is not necessary to own a car. I think we should look at these examples that have worked and learn from them.

PH-S039-6

Lastly, I would like to say, that our committee knows, like UC Merced, this project will have opposition from a variety of groups and while we understand that the process is developed for all perspectives to be shared and heard, we want you all to know that our committee will continue to be a champion of the high-speed rail system you are working

---

**Comment Letter PH-S039 Continued**

---

**5**

so hard to develop in California. Again, thank you for the opportunity to provide comments to the Authority Board.

PH-S039-6  
cont



---

**Response to Comments of Dr. Lee Boese, Jr., Chairman, Merced County High-Speed Rail Committee, March 23, 2004  
(Letter PH-S039)**

---

**PH-S039-1, -2, -3, -4, and -5**

Please see public hearing comment PH-S008.

**PH-S039-6**

Acknowledged.

## Comment Letter PH-S040

PH-S040

**The Central Valley Rails To Trails Foundation (CVRTF) was formed in the year 2000 by local Sacramento County residents interested in preserving the 27-mile Central California Traction Company (CCTC) rail corridor as a trail for non-motorized transportation.** This section of the corridor runs east of Highway 99, from Elder Creek Road in Sacramento to Woodbridge Road north of Lodi.

The CCTC corridor is one of two rail corridors on the list of possible high-speed rail alignments being proposed by California's High Speed Rail Authority (HSRA), for a bullet train. A variety of residential communities exist along the corridor including the suburban developments north of Calvine Road graduating into the more rural areas of South Sacramento and North San Joaquin Counties. **Developers and realtors gave assurances to adjacent homeowners that the CCT tracks would not be used for commercial or high-speed trains.**

**The use of the corridor for a high-speed train could cause local safety issues.** The corridor passes by several schools potentially subjecting school children to the dangers of **high-tension power lines and electromagnetic fields.** **Livestock** along the corridor would be **stressed** by the powerful noise and vibration of passing trains.

The potential structure of the railway for a bullet train would **impact the local quality of life.** The appearance and rural atmosphere of communities along the corridor would be severely degraded **impacting property values.** Sacramento County, in particular the southern portion, desperately lacks **wildlife corridors, trails and safe biking and walking routes.** Thus, CVRTF has worked to include the CCT corridor in several **community master plans** as a potential location for a trail.

The conversion of the CCTC to a rail-trail would **help improve the air quality** in the Sacramento and San Joaquin counties. The counties have experienced high air pollution levels and need to provide more opportunities for residents to leave their cars at home when commuting to work and traveling within the community.

Once the trail has been built, CVRTF will continue to serve as the liaison to the communities along the trail, organizing volunteer patrols, clean-ups and raising public and private dollars to further develop and maintain this community asset.

CVRTF has **gained support** from the **Cities of Elk Grove and Galt**, Cosumnes CPAC, Southgate Recreation & Park District, Cosumnes River Indian Association, South County Horsemen's Association, Wilton-Cosumnes Recreation Advisory Council, Sacramento Area Bicycle Advocates (SABA), Sacramento Wheelmen, Great Valley Center, and hundreds of other **community leaders, businesses and organizations.**

**Based on a survey of property owners within 1000 feet of the corridor, approximately 80% are in favor of a trail.** Many owners noted their opposition to a high speed rail train on the corridor resulted from its potential negative impact on their quality of life and property values.

PH-S040-1

CVRTF is **not opposed to high speed rail trains and understands that rails and trails can coexist.** However, since the CCTC has not been used for several years, CVRTF is concerned about the **traumatic impact that would likely be caused by an active rail line.** This is especially a concern for current and prospective homeowners whose property lines border the corridor. **CVRTF recommends the use of the other Sacramento-Stockton corridor** due to its being an active line. (Its neighboring property owners and residents are **accustomed to the use.**)

CVRTF is in the **process of constructing a conceptual plan** for a recreational community trail. It has been **difficult to obtain partners and grant money due to the uncertain future of the corridor.** The lack of specificity in the EIR does not remedy this issue. **CVRTF would like to have some indication of the HSRA's thoughts on the potential use of the corridor in the future.**

PH-S040-1  
cont

---

**Response to Comments of Mr. Guerpette, Central Valley Rails to Trails Foundation, March 23, 2004 (Letter PH-S040)**

---

**PH-S040-1**

Acknowledged. Please see standard response 6.12.1.

## Comment Letter PH-S041

DENNIS A. CARDOZA  
18TH DISTRICT, CALIFORNIA

COMMITTEE ON AGRICULTURE  
SUBCOMMITTEE ON DEPARTMENT OPERATIONS,  
OVERSIGHT, NUTRITION AND FORESTRY  
SUBCOMMITTEE ON GENERAL FARM  
COMMODITIES AND RISK MANAGEMENT  
SUBCOMMITTEE ON LIVESTOCK AND  
HORTICULTURE

COMMITTEE ON RESOURCES  
SUBCOMMITTEE ON NATIONAL PARKS,  
RECREATION, AND PUBLIC LANDS  
SUBCOMMITTEE ON WATER AND POWER

COMMITTEE ON SCIENCE  
SUBCOMMITTEE ON RESEARCH

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-0518

**WRITTEN TESTIMONY**  
**CALIFORNIA HIGH SPEED RAIL AUTHORITY**  
**DRAFT PROGRAM EIR/EIS PUBLIC HEARING**

**CONGRESSMAN DENNIS CARDOZA**  
**18<sup>TH</sup> CONGRESSIONAL DISTRICT, CALIFORNIA**

**MARCH 23, 2004**  
**SACRAMENTO, CALIFORNIA**

I appreciate the opportunity to provide comment to the California High Speed Rail Authority regarding the Draft Program EIR/EIS. I concur with the Authority's conclusion that our existing transportation system does not meet California's current transportation needs, much less the demands of a growing population. With growth in the state projected to increase 31% by the year 2020, and 54% by the year 2035, it is crucial that we act now to meet this state's transportation infrastructure needs. High Speed Rail offers a common-sense solution to our state's transportation, congestion, and air quality problems and also provides a vision for our state's infrastructure and economic future.

In particular, High Speed Rail offers great benefits to California's Central Valley. The Central Valley has experienced the highest growth rate in the state in recent years. This trend is expected to continue well into the future. Although growth in the Valley has brought economic opportunity, it has also brought with it congestion, poor air quality, impaired travel reliability and longer travel times. Additionally, the I-5 and Highway 99 corridors provide the major surface transportation link between the northern and southern parts of the state. As an apex of this state's transportation activity, it is especially important for the High Speed Rail Authority to consider the unique problems and needs of the Central Valley when evaluating the Draft Program EIR/EIS.

The Central Valley ranks among the worst air quality regions in the nation. The San Joaquin Valley Air Pollution Control District, with jurisdiction over eight San Joaquin Valley counties, stretching from San Joaquin to Kern counties, has recently applied for a "bump up" of its air quality nonattainment status, from severe nonattainment to extreme nonattainment. The extreme nonattainment designation is shared only with the Los Angeles air basin. A High Speed Rail system, with links up and down the Valley will help to alleviate our air quality and congestion problems. I appreciate the Authority's analysis of air quality benefits and impacts, which estimate a significant decrease in criteria pollutants with High Speed Rail, and wish to

## PH-S041

WASHINGTON, DC OFFICE  
503 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20516  
(202) 225-6131

DISTRICT OFFICES:  
415 WEST 18TH STREET  
MERCED, CA 95349  
(209) 383-4055

13211 STREET, SUITE 1  
MORRISTOWN, CA 95254  
(209) 927-1914

445 WEST WEAVER AVENUE, SUITE 240  
STOCKTON, CA 95203  
(209) 946-0301  
(209) 956-8824

underscore the importance of the Authority's consideration of air quality benefits as it evaluates the Draft EIR/EIS, particularly in severe or extreme nonattainment regions.

The Draft EIR/EIS concludes that development, construction, operation and maintenance of the High Speed Rail will result in the creation of as many as 450,000 jobs in this state. As a member of Congress representing some of the highest unemployment areas in the nation, such as Merced County, I believe the potential this project brings for economic development in the Valley is especially important. All too often, the Central Valley lags behind economic development and job growth experienced in other areas of the state. I strongly urge the Authority to adopt a Northern Mountain Crossing through Merced County to align with San Jose, with route connections up and down the Valley. This option will best connect the Valley with the other major urban areas of the state and also will bring better economic development opportunities to the Valley. Additionally, I strongly urge the Authority to incorporate the selection of a Main Repair and Maintenance Facility in Merced County at the Castle Airport, Aviation and Development Center, also known as the former Castle Air Force Base.

The Draft Program EIR/EIS outlines the High Speed Rail system's needs for a Main Repair and Maintenance Facility. The Castle Airport, Aviation and Development Center is an ideal location for a repair and maintenance facility. It meets the outlined criteria, and carries with it the added benefits of public ownership, available land and opportunities to connect with other rail and air services.

I commend the Authority Board members and staff for their diligent work on the Draft Program EIR/EIS. I recognize that there is much work to be done on the document, and that our state's financial crisis may delay consideration of the bond by the voters. This should not let us lose sight of the vision and of our goal, and will hopefully provide the Authority with the opportunity to further improve the proposal. I appreciate the opportunity to provide my comments and look forward to working with the Authority on this project.

PH-S041-1  
cont

PH-S041-2

PH-S041-3

PH-S041-1

---

**Response to Comments of Congressman Dennis Cardoza, Congress of the United States, House of Representatives, 18<sup>th</sup> Congressional District, California, March 23, 2004 (Letter PH-S041)**

---

**PH-S041-1**

Acknowledged.

**PH-S041-2**

Please see standard response 2.35.1.

**PH-S041-3**

Acknowledged.

## Comment Letter PH-S042

PH-S042

<b>PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS</b>	
	Sacramento, March 23, 2004 <input checked="" type="checkbox"/> Los Angeles, April 13, 2004 <input type="checkbox"/> San Francisco, April 15, 2004 <input type="checkbox"/> San Diego, April 20, 2004 <input type="checkbox"/> Fresno, April 28, 2004 <input type="checkbox"/>

## COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
Attn: California High-Speed Train  
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
Web site: [www.calhighspeedrail.ca.gov](http://www.calhighspeedrail.ca.gov).

All comments must be received by end of day **May 14, 2004**.

Name: LARRY MILLER  
 Affiliation (if applicable): RAIL COAST GUARD  
 Address: 1584 E UTAH AV.  
 City, State, Zip: FRESNO CA 93720  
 Phone #: 559 323 8806  
 E-mail: litemkeys@comcast.net

Please provide your comments below on the project's draft environmental document:

The no build alternative study in its analysis of the passenger air industry presupposes that infrastructure limits air travel expansion. This is true. But a larger issue is the restructuring of the airline industry itself. A shift from point to point flying in smaller aircraft to regional hub services, now in larger regional jets, means the industry has abandoned short haul routes. Result: CHSRA's study/analysis may be understated by a factor of two.

PH-S042-1



Thank you for your comments. If needed, please continue on reverse.

---

**Response to Comments of Larry Miller, San Joaquin Valley Rail Committee, March 23, 2004 (Letter PH-S042)**

---

**PH-S042-1**

Please see response to Comment PH-S003-1.

## Comment Letter PH-S043

PH-S043

## PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☒  
 Los Angeles, April 13, 2004 ☐  
 San Francisco, April 15, 2004 ☐  
 San Diego, April 20, 2004 ☐  
 Fresno, April 28, 2004 ☐

## COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Air: California High-Speed Train  
 Draft Program EIR/EIS Comments  
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
 Attn: California High-Speed Train  
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
 Web site: [www.calhighspeedrail.ca.gov](http://www.calhighspeedrail.ca.gov).

All comments must be received by end of day May 14, 2004.

Name: SARAH JOHNSON  
 Affiliation (if applicable): SACTAQC  
 Address: 9612 KENT ST.  
 City, State, Zip: ELK GROVE, CA 95624  
 Phone #: 916-686-5858  
 E-mail: SARAHJOHNSON@ATT.NET

Please provide your comments below on the project's draft environmental document:

The need for this project is great. We must have a vision for the future that embraces new technology and new thinking about travel and transportation modes. Since there are no stations planned between Sacramento and Stockton, I'm wondering about other reasons for choosing the final alignment (VP mainline or CCTR). I would appreciate hearing about that. I urge you to go forward with this very important project.

PH-S043-1

PH-S043-2



Thank you for your comments. If needed, please continue on reverse.



---

**Response to Comments of Sarah Johnson, SACTAQC, March 23, 2004 (Letter PH-S043)**

---

**PH-S043-1**

Acknowledged.

**PH-S043-2**

Please see standard response 6.12.1.

## Comment Letter PH-S044

PH-S044

## PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☒  
 Los Angeles, April 13, 2004 ☐  
 San Francisco, April 15, 2004 ☐  
 San Diego, April 20, 2004 ☐  
 Fresno, April 28, 2004 ☐

## COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
 Draft Program EIR/EIS Comments  
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
 Attn: California High-Speed Train  
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
 Web site: [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov).

All comments must be received by end of day May 14, 2004.

Name: Richard Vantine

Affiliation (if applicable): \_\_\_\_\_

Address: 8005 Denny Circle Way

City, State, Zip: Sacramento, CA 95825

Phone #: 916-449-2512 / 916-449-5000

E-mail: richard.vantine@siemens.com

Please provide your comments below on the project's draft environmental document:

To help build ridership and begin building ridership base, run test program w/ Caltrans & extend San Joaquin service from Berkeley to LA Union Station via Pacheco / Lancaster / Palmdale. Start program w/ 2-3 trains daily at least one to Sacramento. Equipment needed: 4-6 trainsets to start add as needed for operational increase to 10 trains daily. 1/4 of them to Sacramento. Work w/ RR partners to run "enhanced" San Joaquin along ASR route as much as possible.

PH-S044-1



Thank you for your comments. If needed, please continue on reverse.

---

**Response to Comments of Richard, March 23, 2004 (Letter PH-S044)**

---

**PH-S044-1**

Please see standard response 10.1.7.

## Comment Letter PH-S045

PH-S045

## PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☒  
 Los Angeles, April 13, 2004 ☐  
 San Francisco, April 15, 2004 ☐  
 San Diego, April 20, 2004 ☐  
 Fresno, April 28, 2004 ☐

## ► COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
 Draft Program EIR/EIS Comments  
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
 Attn: California High-Speed Train  
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
 Web site: [www.calhighspeedrail.ca.gov](http://www.calhighspeedrail.ca.gov).

All comments must be received by end of day **May 14, 2004**.

Name: KEN CHAMPION

Affiliation (if applicable): \_\_\_\_\_

Address: 6337 CREEK CREST CIRCLE

City, State, Zip: CITRUS HEIGHTS, CA

Phone #: (916) 965-7269 95621

E-mail: \_\_\_\_\_

Please provide your comments below on the project's draft environmental document:

- High Speed Trains should have radar in the nose of the locomotives as planes have to detect objects on the track straight line segments several miles away for advance warning and passenger safety.
- Track Sensors should be placed to detect earth movement shifts and any breakage in the rail line.
- Multi-source electrical usage from the Statewide Grid for this system would help air quality and reduce U.S. dependency on foreign oil.

PH-S045-1



Thank you for your comments. If needed, please continue on reverse.

---

**Response to Comments of Ken Champion, March 23, 2004 (Letter PH-S045)**

---

**PH-S045-1**

Please see standard response 2.8.1. The co-lead agencies also concur that the HST system would help reduce future energy consumption.

## Comment Letter PH-S046

PH-S046

## PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS



Sacramento, March 23, 2004 ☒  
 Los Angeles, April 13, 2004 ☐  
 San Francisco, April 15, 2004 ☐  
 San Diego, April 20, 2004 ☐  
 Fresno, April 28, 2004 ☐

## COMMENT SHEET

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
 Draft Program EIR/EIS Comments  
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
 Attn: California High-Speed Train  
 Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
 Web site: [www.calhighspeedrail.ca.gov](http://www.calhighspeedrail.ca.gov).

All comments must be received by end of day **May 14, 2004**.

Name: Alfred P. Bult  
 Affiliation (if applicable): Trans-Serve Real Associates  
 Address: 1418 Gladstone Dr.  
 City, State, Zip: Sacramento, CA 95864  
 Phone #: (916) 432-7655  
 E-mail: alt@sthem.net

Please provide your comments below on the project's draft environmental document:

*Please build this system as soon as possible as a energy  
 crisis is fast approaching. And power it with nuclear power  
 plants as the French have done. As a person who has  
 experienced 2 wars Vietnam and Persia Gulf over energy  
 we need this immediately.*

PH-S046-1



Thank you for your comments. If needed, please continue on reverse.

---

**Response to Comments of Alfred P. Balf, March 23, 2004 (Letter PH-S046)**


---

**PH-S046-1**

Acknowledged. Please also see standard response 3.5.3.

## Comment Letter PH-S047

**PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS**



**COMMENT SHEET**

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
Attn: California High-Speed Train  
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
Web site: [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov).

All comments must be received by end of day **May 14, 2004**.

Please provide your comments below on the project's draft environmental document:

*Sacramento Bakersfield rail line*

*segment*

**PH-S047**

Sacramento, March 23, 2004 ☒

Los Angeles, April 13, 2004 ☐

San Francisco, April 15, 2004 ☐

San Diego, April 20, 2004 ☐

Fresno, April 28, 2004 ☐

Name: Lee Bousc JT

Affiliation (if applicable): \_\_\_\_\_



Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone #: \_\_\_\_\_

E-mail: dr1b@elite.net

PH-S047-1

Thank you for your comments. If needed, please continue on reverse.



---

**Response to Comments of, Lee Boese, March 23, 2004 (Letter PH-S047)**

---


**PH-S047-1**

No response needed.

## Comment Letter PH-S048

**PH-S048**

**PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS**



**► COMMENT SHEET**

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
Attn: California High-Speed Train  
Draft Program EIR/EIS Comments

Comments may also be submitted through the Authority's  
Web site: [www.calhighspeedrail.ca.gov](http://www.calhighspeedrail.ca.gov)

All comments must be received by end of day **May 14, 2004**.

Name: PAUL DEAN

Affiliation (if applicable): EXECUTIVE DIRECTOR  
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Address: 426 J ST, SUITE 509

City, State, Zip: SACRAMENTO, CA 95814



Phone #: 916 446 7558

E-mail: paul.dean@calhikr.org

Please provide your comments below on the project's draft environmental document:

I WOULD LIKE TO SAY THE ALTERNATIVE IS THE BEST, WHICH IS THE  
FASTEST AND LEAST DAMAGING ENVIRONMENTALLY OPTION.

PH-S048-1

Thank you for your comments. If needed, please continue on reverse.

---

**Response to Comments of, Paul Dorn, March 23, 2004 (Letter PH-S048)**

---


**PH-S048-1**

Please see standard response 2.18.1.

## Comment Letter PH-S049

**PH-S049**

**PUBLIC HEARING ON CALIFORNIA HIGH-SPEED TRAIN DRAFT PROGRAM EIR/EIS**

 Sacramento, March 23, 2004 ☒  
 Los Angeles, April 13, 2004 ☐  
 San Francisco, April 15, 2004 ☐  
 San Diego, April 20, 2004 ☐  
 Fresno, April 28, 2004 ☐

**COMMENT SHEET**

Written comments may be submitted at today's meeting or be mailed or faxed to the Authority.

Mail: California High-Speed Train  
 Draft Program EIR/EIS Comments  
 925 L Street, Sacramento, CA 95814

Fax: (916) 322-0827  
 Attn: California High-Speed Train  
 Draft Program EIR/EIS Comments



Comments may also be submitted through the Authority's  
 Web site: [www.calhighspeedrail.ca.gov](http://www.calhighspeedrail.ca.gov).

All comments must be received by end of day **May 14, 2004**.

Name: Sherri Orland  
 Affiliation (if applicable): Central Valley Rails to Trails, President  
 Address: 1165 Badger Valley Rd  
 City, State, Zip: Wilton, CA 95693  
 Phone #: 916.687.6865  
 E-mail: ~~centralvalleyrails@earthlink.net~~  
centralvalleyrails@earthlink.net  
regalia@seftcom.net

Please provide your comments below on the project's draft environmental document:

Please see attached statement.

Thank you for your comments. If needed, please continue on reverse.

---

**Response to Comments of, Sherri Orland, Central Valley Rails to Trails, March 23, 2004 (Letter PH-S049)**

---

**PH-S049-1**

Please see standard response 6.12.1.